

INFORMATION REPORT

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COUNTRY USSR (Caucasus)

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SUBJECT Harbor of Nakhach-Kala

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1. Part of the moles and quays of the harbor of Makhach-Kala (42°58'N/47°27'E) were destroyed during the war. On the whole, the damage was repaired by the end of 1947. By 1947, the former ship-repair yard was not back in operation, nor were shipyard or repair yard installations observed in the harbor district after 1947. The buoyage and lighting facilities of the harbor had been reconditioned by that time; the lighthouses on the mole heads seemed to be in operation after 1948. The depth of the water was estimated at between 5 and 6 meters. Sand and gravel were frequently dredged with bucket dredges. The harbor district was surrounded by a low wall and closely guarded by Soviet naval personnel and civilian watchmen. People entering the harbor area had to present special permits. All persons leaving the harbor district were closely checked. *
2. Except for camouflage paint on the essential harbor buildings, which was renewed in 1948, no defensive measures were observed.
3. Merchant shipping, which was said to be moderate as late as 1947, increased in 1948. An average of 30 to 40 ships were observed in 1948; they were moored at the various berths of the quays and moles. Tankers also called in large numbers. Passenger traffic to Baku and Astrakhan was in progress. Most of the vessels sailed under the Soviet flag, but some of them were Persian ships. Pilotage was compulsory for practically all ships entering harbor. Goods transhipped included: oil, lumber, grain, wool in bales, salt, potash, cement and building material, in addition to fish. For unloading salt and potash both traveling bucket elevators on the quays and floating elevators were available.
4. Only a few small war vessels were moored beside the large eastern mole.

25X1A * Comment. For layout of the harbor installation, see annex.

Annex: Sketch of Harbor and Legend

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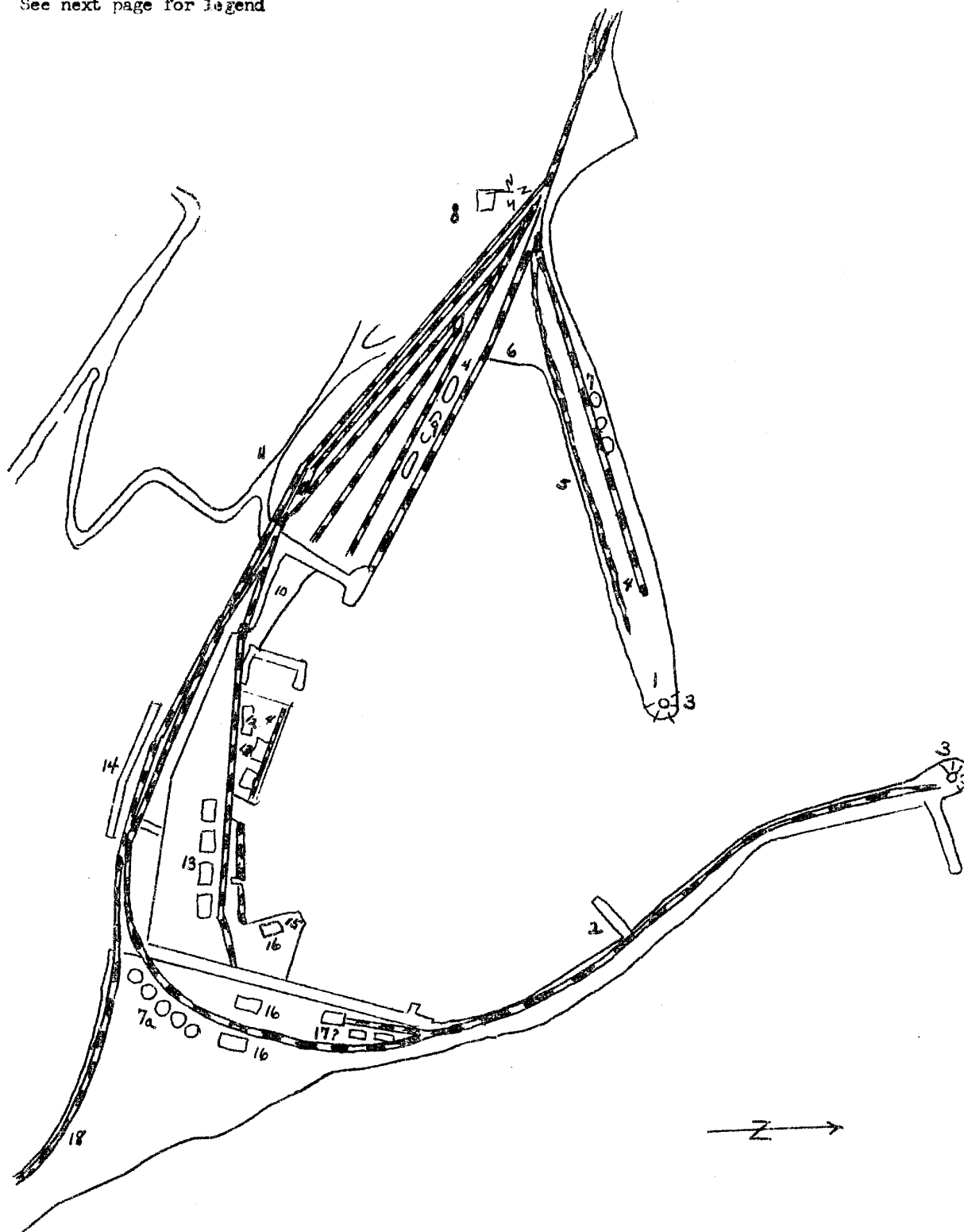
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Annex

Harbor of Makhach-Kala

See next page for legend



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Legend to Annex

Harbor of Makhach-Kala.Legend:

1. Mole. Only the inner side has a quay wall with mooring bollards. The quay wall was estimated to be 4 meters high.
2. Mole having a quay wall four meters high, bollards and cranes on tracks. The inner side is used for mooring large vessels staying in harbor for some time or waiting for vacant berths for loading and discharging.
3. Lighthouses.
4. Crane tracks, cranes, bucket elevators, grain loaders with lift and force blowers.
5. Berths for lumber boats. Cranes, chain blocks, and hooks are available for unloading operations.
6. Lumber transshipment yard with railroad spur.
7. Oil tanks. All oil tanks were fitted with pump lines to the mooring berths.
- 7a. Large oil tanks with connections to the oil pipe line to Grosni-Rostov. There was a pump station near the tanks in which the crude oil coming from Baku is stored. The tanks are erected in a fenced-in area of considerable size which has a special railroad connection.
8. Radio station with a radio tower, 50 meters high.
9. Hoaps of salt and potash which are shipped out by rail from time to time.
10. Former ship repair plant.
11. Highway with approaches to the harbor establishments and installations.
12. Storage shed for wool, about 100 x 70 meters.
13. Six large grain silos.
14. Railroad station.
15. Landing quay for passenger vessels. Among other vessels, a steamer from Baku and another from Astrakhan were observed there twice a week.
16. Three buildings accommodating the customs office, harbor and waterway police, and health office. The waterway police was equipped with several fast boats.
17. Fish storage sheds.
18. Double-track railroad line to Baku. The so-called "Blue Express" operating between Moscow and Baku passed three times a week.

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